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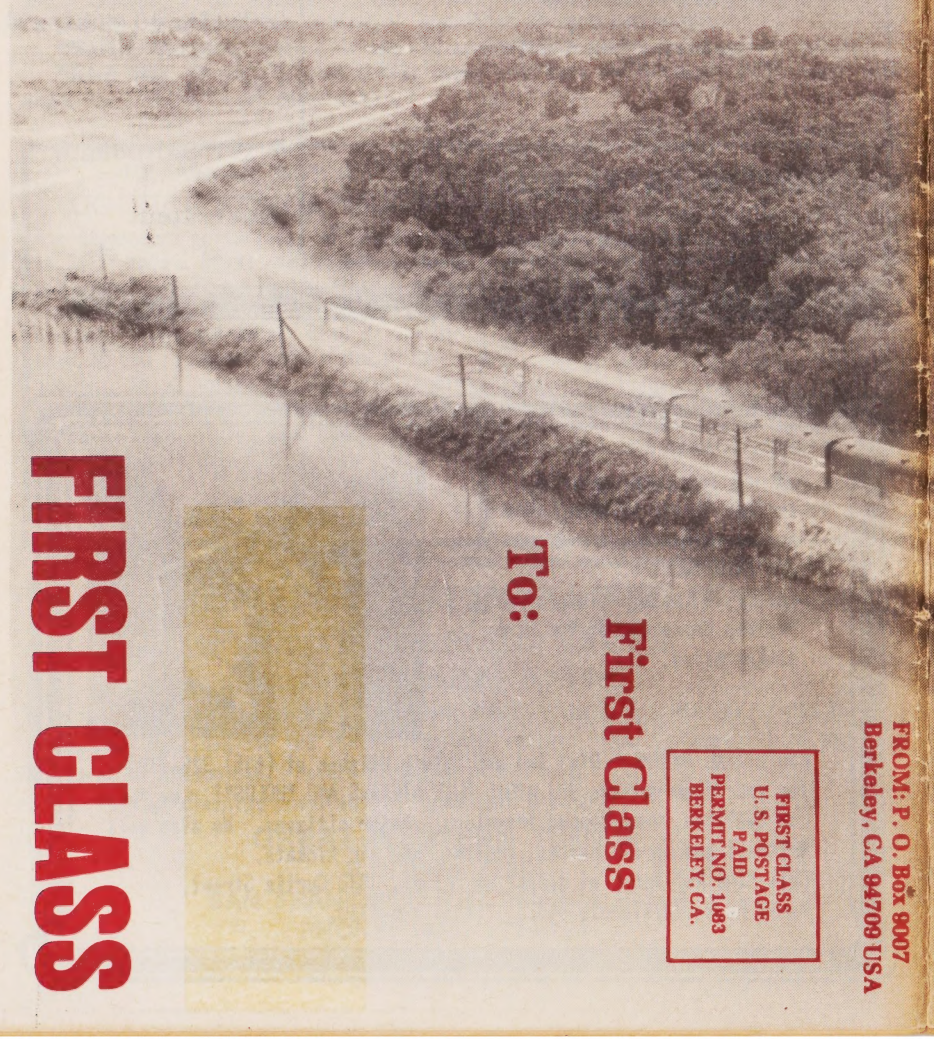

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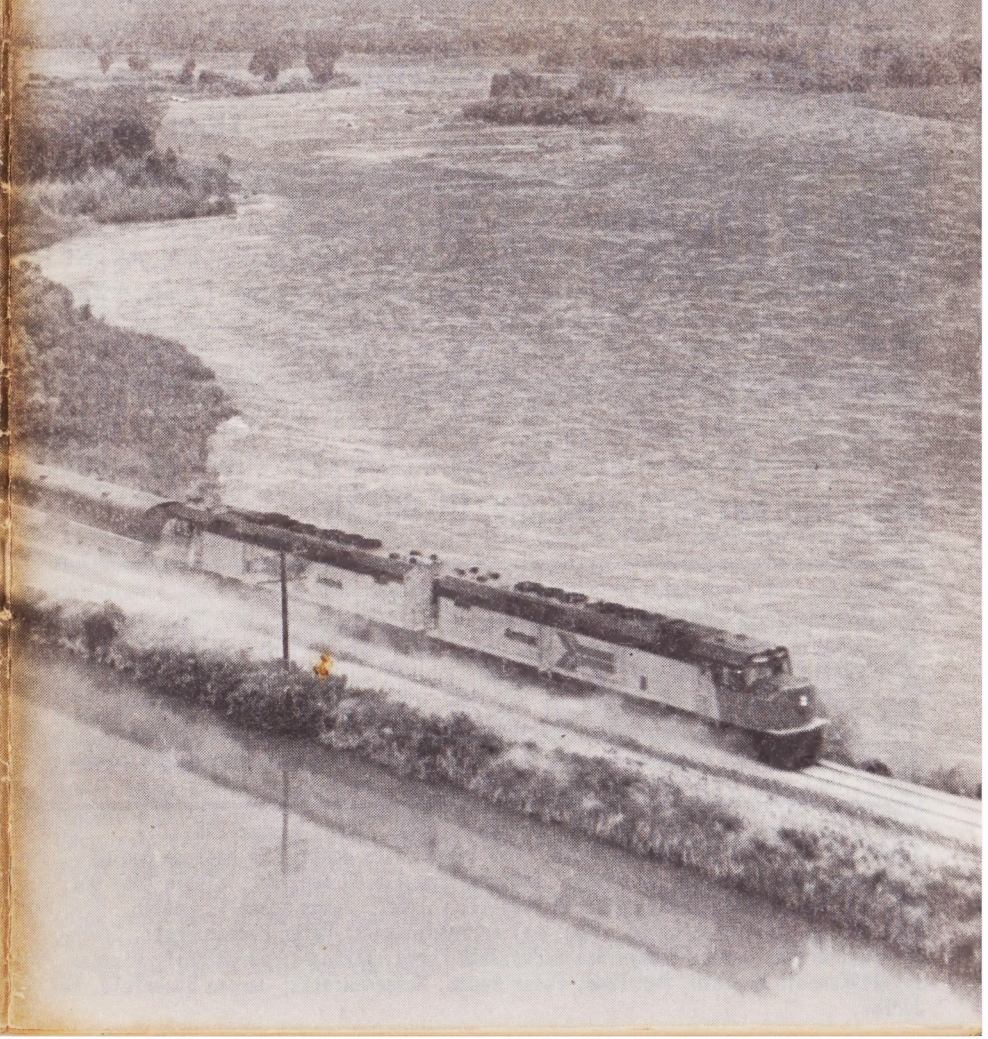

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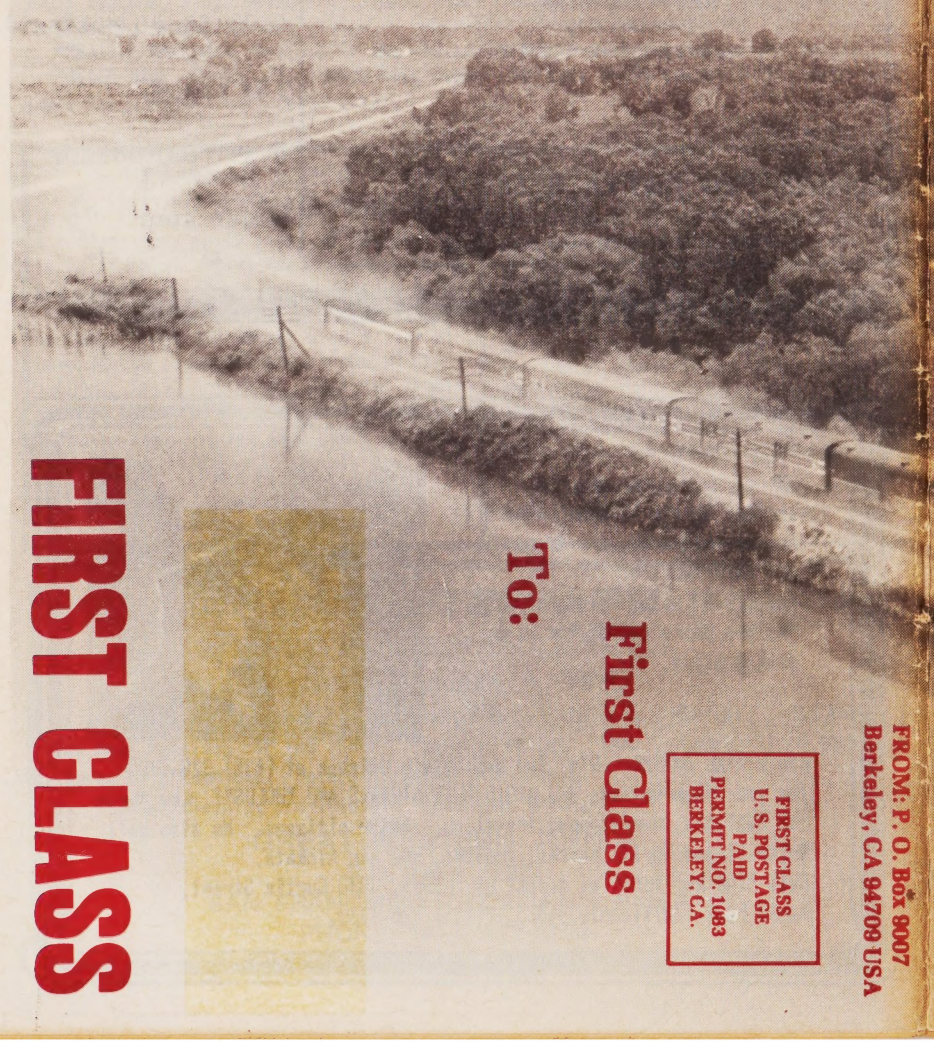

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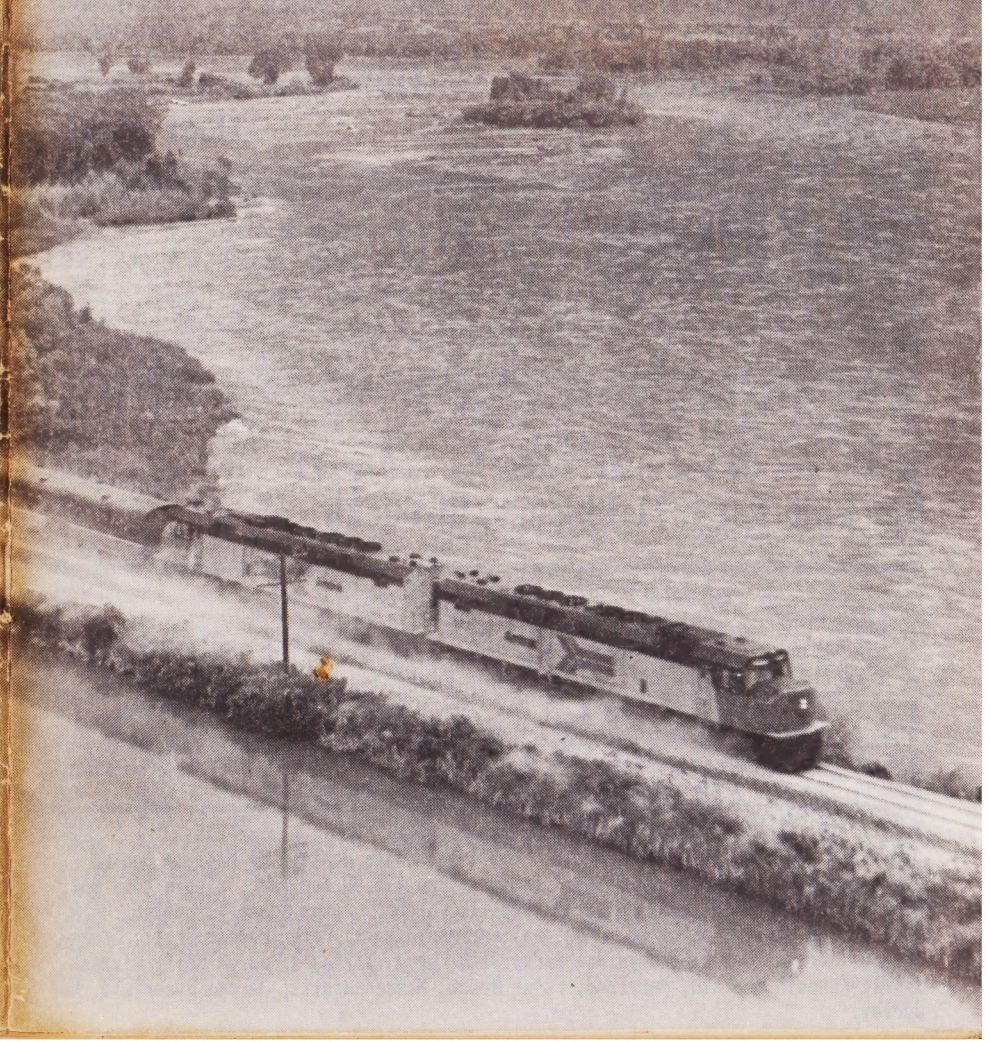

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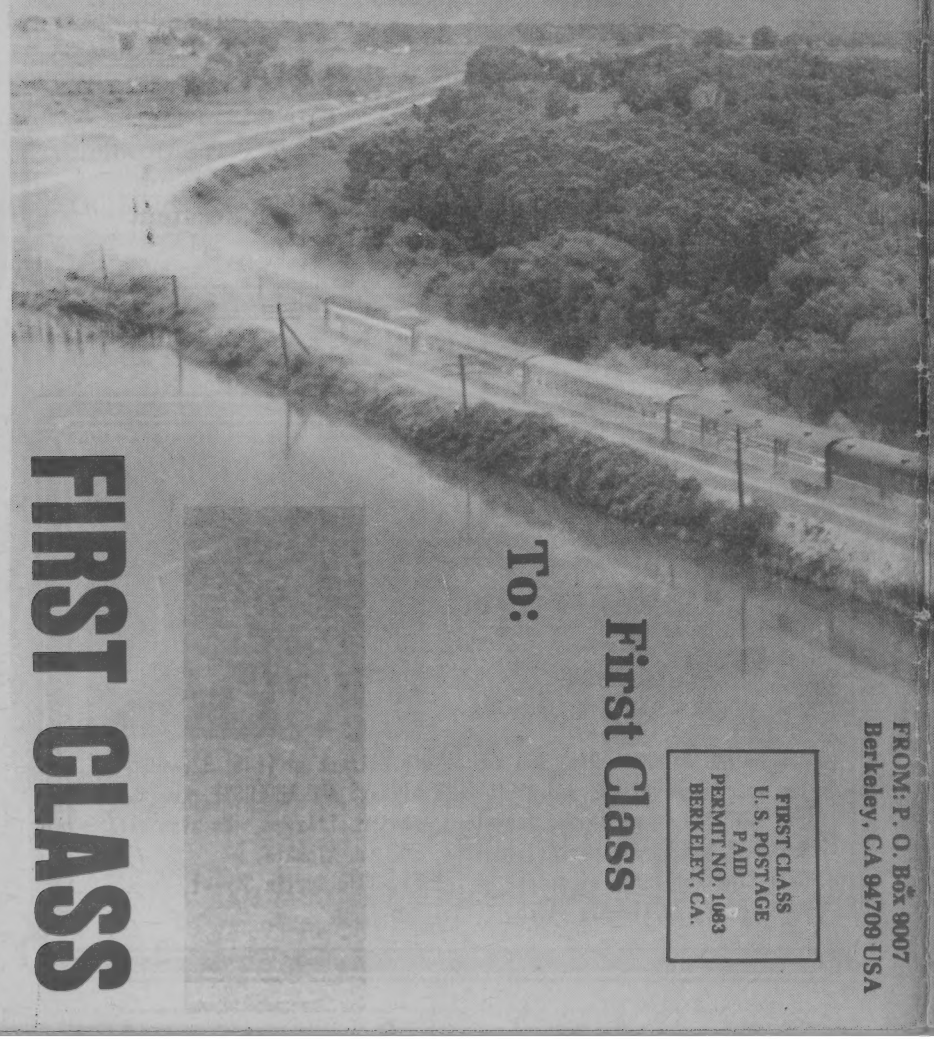

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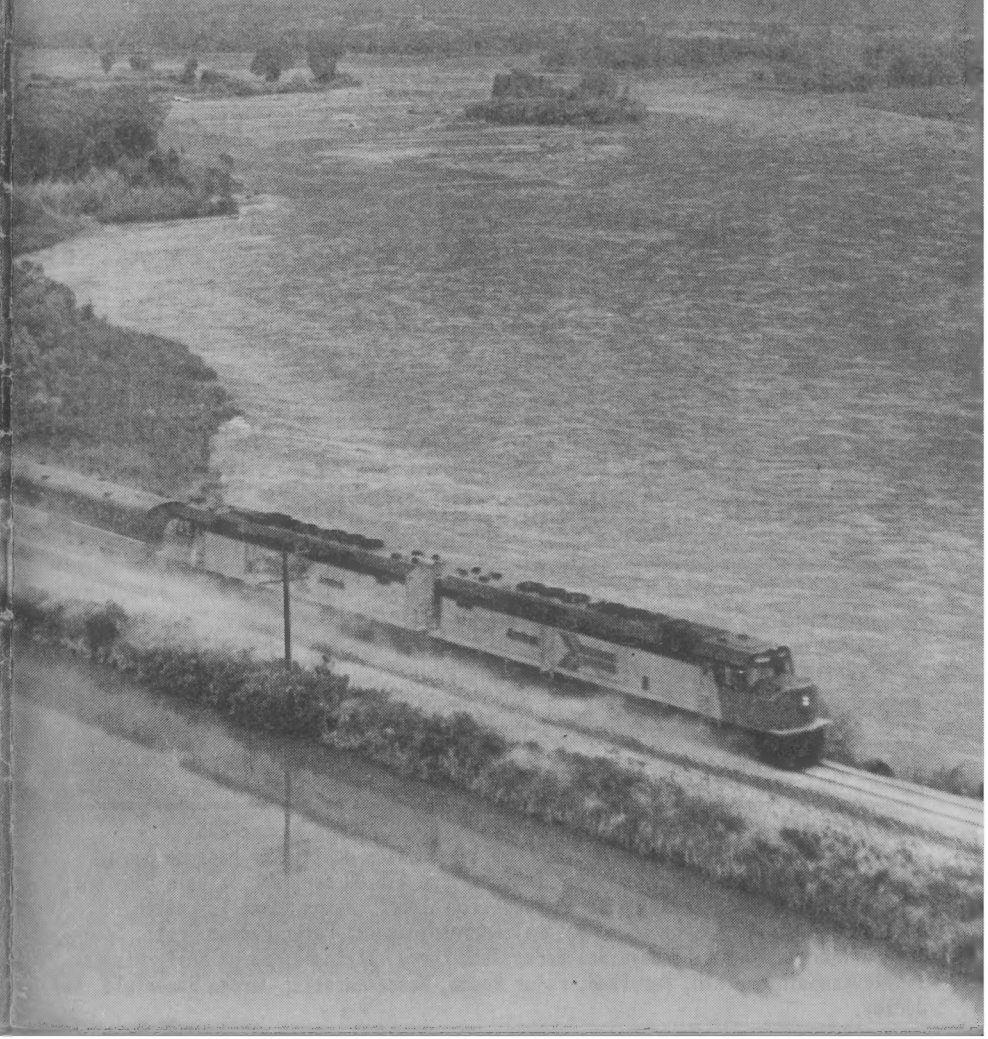

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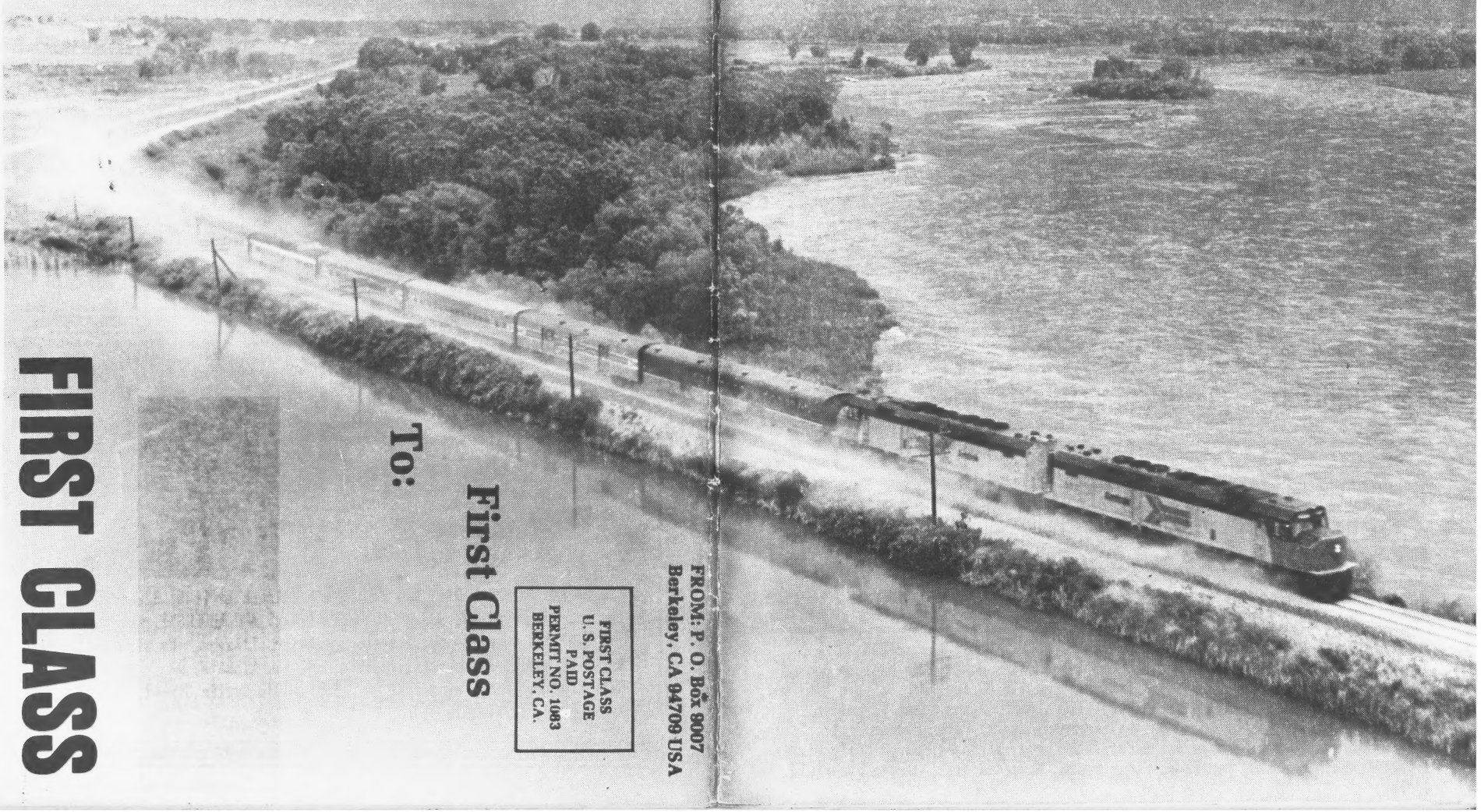

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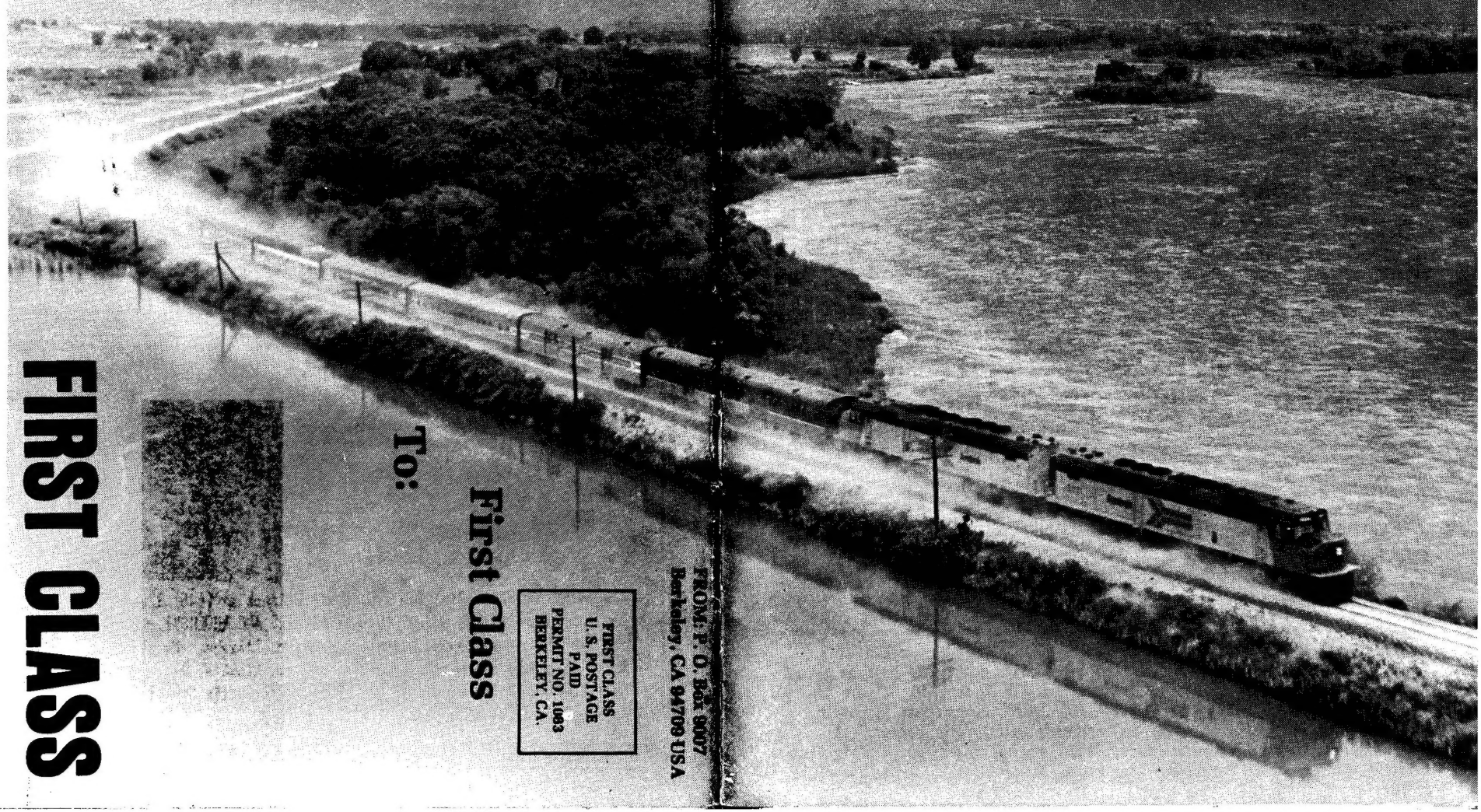

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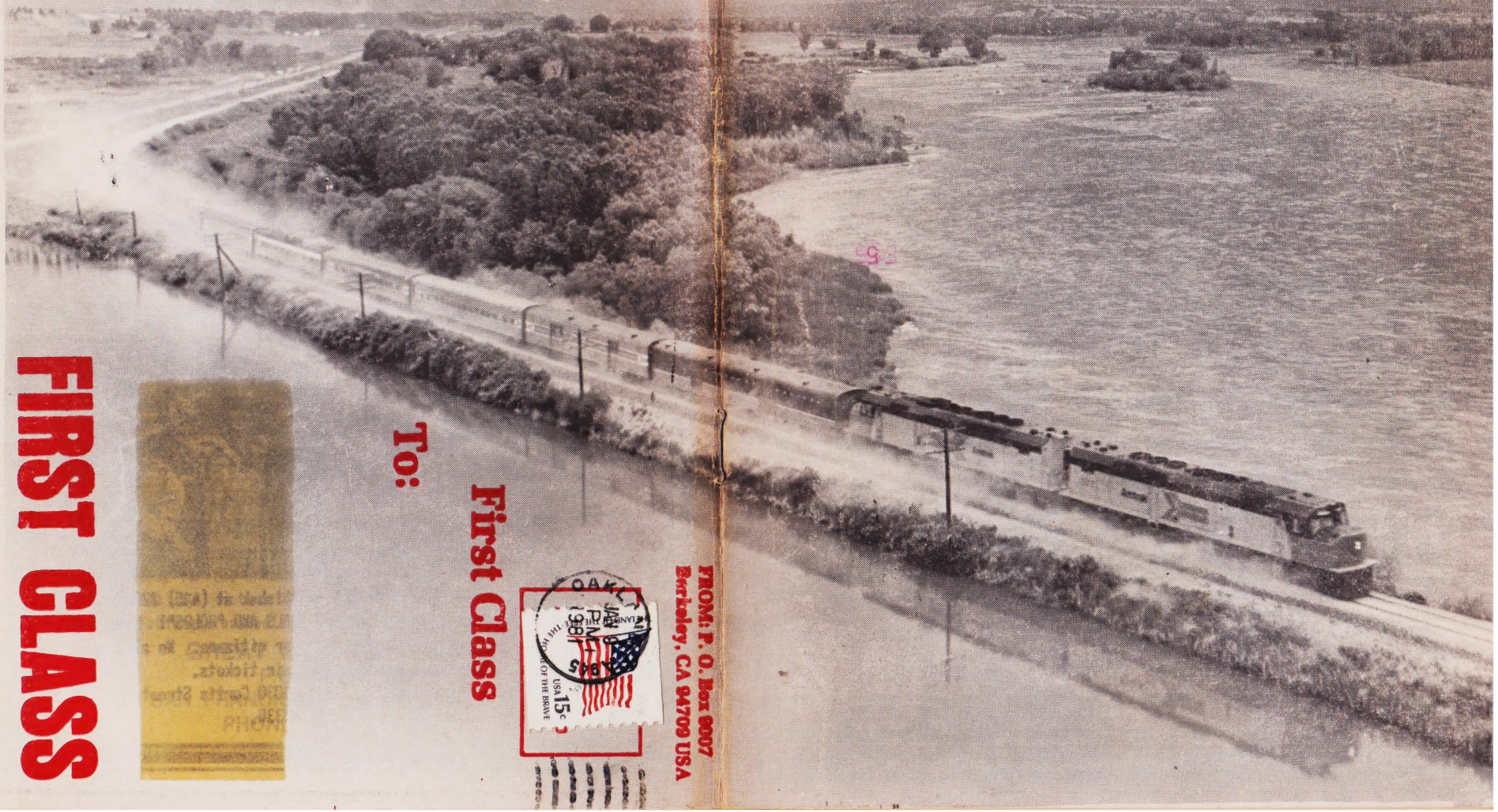

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RTN ADDS NEW CORRESPONDENT

RTN is pleased to announce the addition of a new correspondent to our staff. Mr. Jerome A. Rosenfeld of Dumont, New Jersey will help us cover the big Northeast section of the country. Mr. Rosenfeld is particularly interested in the many transit lines in New Jersey and New York, including bus routes. At one time he published the periodical "Northeast Railroader". We want to welcome him aboard, and are pleased to know that he will be helping us improve our coverage of that very important and populous section of the U.S.

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Published twice monthly by Message Media, P. O. Box 9007, Berkeley CA 94709. Subscription $15.00 per year; single copy 65¢. Overseas and institutional rates on request. STAFF: James Russell, Editor. Paul Rayton, Editor-at-Large. Regional Correspondents: Peter Putnam Bretz, Southern California; James Feeney, New York; Jack Ferry, Illinois; Adron Hall, Mississippi; Kenneth Maylath, Maryland; Peter Roehm, Massachusetts; Jerome Rosenfeld, New Jersey.

LETTERS

Congratulations on ten years of timely and absorbing reading. Whatever happens during the Reagan administration--at last, heh, heh, a President whose initials are RR--your work on behalf of passenger railroading has been significant and most worthwhile. Good luck and continued success in your efforts.

Alan M. Crossley
Groton, Connecticut

Thanks for the most refreshing magazine covering the rail scene in America. Unfortunately, most American magazines do not cater to the person truly interested in transport. I get so tired of endless photos of preserved steam for page after page... We've got to get away from this preoccupation with the good old days and work on catching up with Western Europe. I have recently returned from a 6-month tour of the transport systems of the U.K. and Germany, and it is unbelievable. Frequencies are on the level of those that Muni provides, and the speeds are often unbelievable. It's the physical plant that makes a large part of the difference. The European railways simply spend lots of money on their trackwork and are constantly rebuilding junctions, improving track layouts, and progressively upgrading technology in slow but steady steps, leaving us far behind. We could learn some lessons.

Duncan J. Watry
Berkeley, California

ON THE COVER

For our Tenth Anniversary cover photograph we have this beautiful shot by Paul Rayton, taken about half-way thru RTN's decade--on June 25, 1975. It pictures the now-discontinued Amtrak NORTH COAST HIAWATHA eastbound near Pompeys Pillar, Montana, about 30 miles northeast of Billings, on the Yellowstone River.

REAGAN TEAM NAMES NEW TRANSPORTATION SECRETARY, FAVORS CUTS FOR AMTRAK AND MASS TRANSIT

President-elect Ronald Reagan's transition team on Dec 11 announced its choice for Secretary of Transportation. He is Drew Lewis, 49, who was deputy chairman of Reagan's campaign and then deputy Republican national chairman. He is a business consultant from Pennsylvania. There is no indication that the Senate will fail to approve his nomination.

The Wall Street Journal has reported that a transportation task force headed by former Transportation Secretary and now Union Oil executive Claude Brinegar has made a number of policy recommendations to Reagan. "Money-losing long distance routes" of Amtrak should be cut out, the task force recommended, and aid for mass transit should be sharply cut back. Transit operating subsidies should be reduced, and new subway construction should be curtailed. This would include pilot projects such as "downtown people movers." Subsidies for Conrail should be ended and the railroad's lines sold off. Transportation nominee Drew Lewis was a member of the task force which made these recommendations.

In other news, a lame duck Congress failed to pass a transportation funding bill which would have authorized spending $1.5 billion for mass transit yearly over the next five years. A threat by Sen. Richard Lugar (R-Indiana) to filibuster the bill was largely responsible for its death.

URBAN-SUBURBAN TRANSIT

A STATEN ISLAND Rapid Transit train in New York City, pulling into the St. George Ferry Terminal to connect with the Staten Island ferry at 8:03am on Dec 29, overshot its mark and struck a brick retaining wall, injuring about 86 of its 800 passengers. There was no immediate explanation for the accident.

THE WASHINGTON DC transit system will study the feasibility of adding 77 miles to its present 100-mile system, including a 20-mile Dulles Airport extension.

PORTLAND AND BEAVERTON, Oregon must complete by next summer an environmental impact study of a proposed light rail transit line between the two cities. Beaverton in late December approved two possible light rail alignments for the route.

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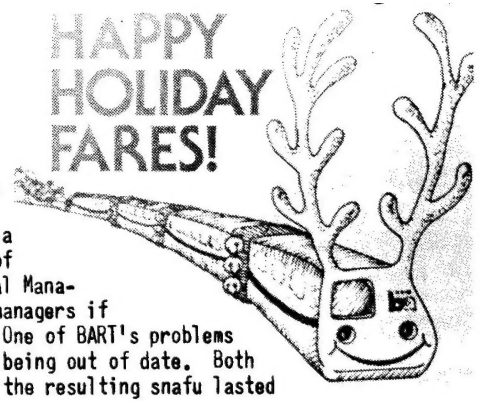

THE BART SYSTEM advertised "Happy Holiday Fares", reduced fares on weekends in December and on Christmas and New Year's Day, but many people weren't happy with BART after a particularly frustrating series of recent breakdowns, including a Monday morning rush hour collapse of service on Dec 8, caused by a computer breakdown. At an angry Board of Directors meeting on Dec 12, BART General Manager Keith Bernard was told to fire top managers if necessary to get the system shaped up. One of BART's problems is that its computers need replacement, being out of date. Both of them failed to function on Dec 8 and the resulting snafu lasted about 12 hours.

THE CHICAGO SYSTEM will get a fare increase in three stages, going from 60¢ to 80¢ a ride Jan 1, then 95¢ on Apr 1 and $1 in August. The RTA Board approved the fare increase on Dec 22.

SOUTHEASTERN MICHIGAN TRANSPORTATION Authority plans a Detroit to Mt. Clemens commuter train by 1984, and a recent demonstration run took place. The planned run is part of SEMTA's proposal that includes a Detroit-Ann Arbor commuter train, a people mover in Detroit's downtown area, more buses, and light rail vehicles on Woodward Avenue in Detroit.

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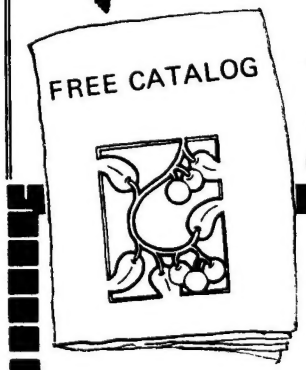

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NEW YORK'S MTA decided to remove from service in mid-December 637 Grumman Flxible buses that were found to have cracks in their undercarriages. To replace them, 99 spare buses from Washington DC were leased and were driven in convoys to New York on Dec 20. The Southern California Rapid Transit District also sidelined 230 of the buses found to have similar cracks. The manufacturer has agreed to repair the defective vehicles.

CITY OF BUFFALO recently took bids for 33 light rail vehicles and the bids were as follows: Siemens Duvag $37.8 million, Hawker Siddeley $42.9 million, Bombardier $39.0 million, UTDC $35.8 million, and apparent low bidder Tokyu Car Corp. of Japan at $34.8 million.

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RAIL CANADA

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VIA RAIL CANADA was expecting to have its first LRC train delivered on Dec 23.

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TRANSPORT 2000 QUEBEC warns that Montreal suburban trains are nearing the end of the line because of the action by the City of Montreal in vetoing the integration of suburban trains with the MUTC Bus and Metro System. T-2000 warns that this will encourage CN and CP to terminate the present trains, as it did with the Farnham and Ste. Therese services. T-2000 asks supporters to write to the Monsieur Denis de Belleval, Ministre des Transports, Ministere des Transport du Quebec, 700, boul. St-Cyrille est, Quebec, Que. G1R 4Z3, and to send letters to newspapers, and to write T-2000 indicating support. T-2000's address is: 2275 Laurier East, Montreal, Que. H2H 2N8. Telephone 672-8151.

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VIA SNOW TRAINS: for the first time, says VIA Quebec, it is putting together a series of winter packages specially designed for cross-country and alpine skiing. Train destinations will be the Laurentians, Mont Sainte-Anne and Squaw Mountain, Maine. For info, call toll-free 800-361-5390.

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ask us why we started publishing RTN. Now it seems obvious to them that it's a relevant topic. This fact is the best indication that trains have at last come of age in the U.S.

Over the years RTN has had its difficulties, but we've managed to survive. The biggest move toward survival we ever took was the decision in 1975 to begin doing our own printing. We purchased printing and darkroom equipment, and with the Second April 1975 issue we had become printers as well as publishers. It's certain that RTN would not have survived without that move. And in addition to survival, it made it possible to improve RTN thru the addition of color and other graphic features and to increase the number of pages without running the printing bill skyhigh. It made our schedule more flexible too, for we did not have to adhere to the 40-hour per week schedule of some disinterested printer.

We have two major regrets about what has happened along the line. The first is that we never have time to answer the great majority of letters directed to us. We sincerely wish we could, but to do so would make it impossible to continue publishing RTN. We have to content ourselves with answering only those for which a reply is absolutely essential.

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(Reprinted from RTN #33, Apr 1972:)

LETTERS

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Baldwin model DR12-8-30 "centipede" diesel, Amtrak #3804 (ex-PRR 5816)
EMD F3 (no markings; ex-NYO&W, ex-Sacramento Northern)
EMD F7 (painted SP freight colors, initialed W.A.G.-Sole Leather Line)
East Broad Top photo excursion car in use as baggage/dorm
2 California Western (ex-Erie "Stilwell") coaches
1 Chihuahua del Pacifico coach with Amtrak logo near right door
1 Rutland coach
1 dining car--standard heavyweight with Ringling Bros.-Barnum & Bailey markings
1 sleeper (14 bunk/2 water closet) with AT&SF MofW markings
1 blue sleeper bearing the markings "Compagnie Internationale des Wagons-Lits" and a small sign reading "Simplon-Orient Express"

1 automat car in yellow wood with brown clerestory roof and "Santa Fe & Disneyland" markings.
I think you'd better come down here and investigate.

Dave Schumacher
Houston, Texas

(From an interview by Paul Rayton with Congressman Lionel Van Deerlin, reprinted from RTN #28, Jan 1972:)

Paul: In what areas do you think Amtrak needs to concentrate its upgrading efforts?

Lionel: Goodness knows I'm not an executive type, but I'd assume that the first important thing is to establish authority. It seems to me that what they've got to do is make sure--and my only knowledge is of Southern Pacific now--that the railroads know who is running things. Certainly Amtrak is not running them. The railroads are still running them, and they're running them the way they did before Amtrak. All the employees are not paid by Amtrak, they're paid by the railroads. And "Whose salt I eat, whose song I sing." If Biaggini goes into a national magazine and says that the purpose of Amtrak is to gradually fade away passenger service, that's what all the employees are going to be oriented to doing. Now that's the first thing Amtrak's got to do.

(History repeats itself department; reprinted from RTN #51, Jan 1973:)

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ask us why we started publishing RTN. Now it seems obvious to them that it's a relevant topic. This fact is the best indication that trains have at last come of age in the U.S.

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LAST STEAM RUN ON THE SOUTHWEST LIMITED
by Peter Putnam Bretz

An excited telephone call comes from Dan Lovegren: Tonight (Dec 2) is the last run of steam-heated conventional cars on the eastbound SOUTHWEST LIMITED. And when the train reaches Chicago it will be the last arrival of such equipment to that city. Henceforth, Chicago will see only head-end-power and Turbo equipment.

Soon Dan and I find ourselves at the Los Angeles ticket windows staring into the smiling face of Phil Reiner-Deutsch, lead agent, who prepares two coach tickets to San Bernardino, 60 miles from L.A. and 1hr, 37mins running time. "What?! $9.50 each? That's over 15¢ a mile. In 1972 Amtrak charged $2.50 for this same trip. Two months ago, only $8. While the rest of the nation had a 10% increase, this run is up 18%. Whatever the traffic will bear, eh?"

Ever since "Family Days" last September, Union Station has been transformed. Gone are the pinball machines and those tacky TV-seats. The small potted palms imported for the celebration have remained in place. This lends a real charm to the place. The nicest thing, tho, is the waiting room seats. Those old, massive wood and cushioned thrones are now arranged as in 1939 when the station was new--very pleasing and more workable than in recent years.

Train 4 is carded for an 8:35pm sailing, later than the 7:30 we're used to. This is mainly to effect connections from the COAST STARLIGHT, whose schedule has been recently lengthened. In fact, no. 11 arrives at 7:47pm, 15 minutes early. When we go up to trackside, we see that connecting passengers have already been settled into no. 4's cars. We note the consist of this historic train: engines 510, 508, 500 (SDP-40F's); cars 8330 deadhead diner, baggage 1248 and 1264, transition car 9990 (with no Hi-level car to make the cosmetic transition to), sleeper 2753 "Palm Leaf", sleeper 2558 "Rock Creek", diner 8092, Hi-level coach 9927, Hi-level lounge 9975, and Hi-level coaches 9945 and 9933 (the last was deadheading, and was removed somewhere before Kansas City). We walk to the end of the train, turn and gaze down its length. There is a sight not to see again on nos. 3 and 4: white clouds of steam wafting up between the cars.

Wheels roll on time, and we immediately go to the dining car, where Steward Thomas D. Ryan seats us on the left side. We both decide to order the "Railroader's Cut" of prime rib. That proved to be a good decision, as Amtrak discontinued that selection on Dec 15. We dutifully write down the entree, plus baked potato, salad and dessert. I select strawberry shortcake, Dan the apple pie ala mode. We each order a half-bottle of champagne as we click across the Golden State Freeway.

Our waiter, Mr. Francot Collier, pops the cork lightly and politely. The champagne is acceptable Almaden extra-dry, and it is chilled to perfection. Dan waits his champagne until after dinner, enjoying a Michelob before and red wine during the meal. The wine is served at room temperature--excellent!

My food goes back to the kitchen for extra flame, but Dan's medium rare is just right. Finally, my Railroader arrives, and it is fully two inches thick! We both hog the butter and sour cream (the potatoes come wrapped in foil--a no-no). We swill down coffee with the meal. Bless me, this is pleasant, riding upon the rail!

The train eases out of Pasadena at 9:05pm. Mr. Ryan informs us that this is the last trip for the 8092, our ex-Union Pacific diner. Rather than being converted to head end power, as expected, the car will likely be put up for sale.

A glance out the window shows we are passing up traffic on the Foothill Freeway. We turn back to our memorable repast. The occasion, the good company, the excellent service by Mr. Collier and the interesting comments by Mr. Ryan during free moments (not too many folks in the diner tonight), plus our very succulent

and delicious prime rib, convince us that we did the right thing to come aboard this train tonight.

The SOUTHWEST LIMITED stops at Pomona, then leaves a couple of minutes late.

Did anything go wrong this evening? Nothing in particular, only there wasn't any cake for the strawberry shortcake, and the waiter said they couldn't find any of the five lemon icebox pies that were put aboard. So we merely ordered strawberries and whipped cream. Mr. Ryan offered not to charge us for the dessert because it wasn't "complete". A very nice touch. A "golden journey" indeed. Dan and I raised our glasses and thanked Amtrak and On-Board Services for a most memorable hour and a half of stuffing ourselves. We waddled off the train at San Berdoo, five minutes late.

My wife Sue picked us up, and we headed back to L.A. by car, stopping by at Pomona to watch the SUNSET LIMITED come thru. Like no. 4, it was steam-powered and operated. The station was closed and weed-overgrown, but about a dozen pwople waited in darkness to catch no. 2.

Now, beside the SUNSET, the COAST STARLIGHT is the only steam train out of LAUPT, and it will get Superliners early in 1981. Is all this head-end power going to be Amtrak's salvation? Many think so. I feel that it can be so, provided only that Amtrak maintenance is good. That is the key. So far, maintenance has been spotty, but it can be done. Remember Amtrak's "horrible" service crews of years gone past? Today, On-Board Services is a pleasure to passengers, as our experience in the diner tonight demonstrated.

SUPERLINERS--AMTRAK'S NEW LOOK
by Sylvia and Ted Blishak

In July of 1972 we crossed the Nevada desert on the SAN FRANCISCO ZEPHYR, sans air conditioning. When temperatures inside our sleeper soared past 110°, we vowed NOT to ride this train again until it carried new equipment! We had to wait a long time, but by this fall, all six consists of the ZEPHYR were running with the luxurious new Pullman-Standard Superliner equipment.

On October 10, 1980 our railfan friends Jack and Blanca Henderson joined us at the Oakland station for a trip to Ogden. We watched two silver EMD F40 diesels with red and blue stripes, nos. 330 and 317, pull into the station, followed by baggage cars 1223 and 1214. Hi-level ex-Santa Fe coach 39925 came next, labeled "Coach Dorm". It is used by the train crew, who go all the way to Chicago. Next, the Superliner equipment--coach baggage car 31000, coaches 34065 and 34051, followed by dining car 39003 and sleeping car 32013.

Each gleaming, newly-minted stainless steel car has "Superliner" written across it in large script (a built-in billboard!) and block letter designate the type of car--a great idea; keeps one from climbing into the kitchen when one is looking for the sleeper! The new cars are tall and sleek. We climb aboard our sleeping car, which looks impressive and has an air of quality, with rich earth and sky colors and textures. It doesn't look like any train we've seen before!

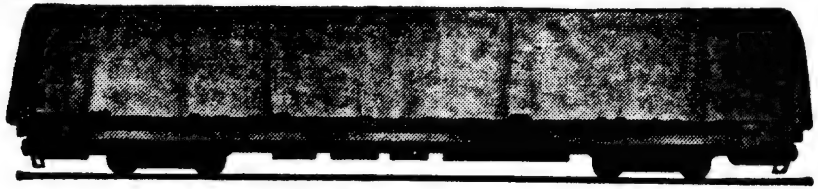
The huge double-decker car carries 42 people in private rooms (compared to the 22 passengers the old conventional sleepers accommodated). All the cars are modeled after the Santa Fe Hi-level cars of 1954, but have many new features, with sleeping rooms being one the Santa Fe never tried.

Upstairs are ten economy bedrooms. During the day they have two wide, facing seats enclosed by a sliding door with a window so passengers can see into the hall, or curtain it off for privacy. At night the seats convert into upper and lower bunks. Economy passengers must go downstairs for bathroom facilities. These rooms cost only a bit more than coach seats, and provide privacy and a bed at a cost most budget-conscious travelers can afford.

Towards the rear of the car (which, incidentally, has a glass window looking right out on the tracks from the passageway) are five deluxe bedrooms (we have reserved one of these). Each contains a couch and a facing swivel chair--both reclineable. One can view the passing scene from both sides of the train; thru the bedroom window, and thru the glass door facing the window on the passageway. These rooms have chemical toilets inside a cubicle--thus the annoying signs reading "Do not flush while train is standing in station" are missing from this up-to-date train. The bedroom contains a wash basin, three-way mirror, and a cabinet for soap and fluffy towels and washcloths. Kleenex dispensers and sturdy paper cups are welcome additions to modern railroading (remember the flimsy paper cones we tried to drink from on the older trains?) At night, the sofa converts to a double lower bed (another new design idea). There is a single upper berth as well, so three can occupy the room.

The lower level of these cars is arranged in an innovative fashion. Since thru access to other cars is available only on the upper level, some downstairs rooms utilize the entire width of the train where the hallway is unnecessary. At one end of the lower level is a bedroom equipped for handicapped travelers, which fills the entire width of the train. There are facing seats on one side which convert to single upper and lower berths. The toilet is in a corner of the room for easy access, and can be curtained off. Room service meals can be arranged with the porter.

Five public toilets adjoin this room; four economy bedrooms come next, and at the far end of the car is a second full-width bedroom which will sleep a family of three adults and two children.



INTRODUCING THE NEW AMTRAK SUPERLINER.

The crew on this train has been using the Superliner equipment for only three days, and they wear big smiles while they sing the praises of the new cars.

The ZEPHYR slips silently out of the station on time. This train is so well soundproofed that one can scarcely hear the whistle. The engine noise is completely inaudible, and altho there is some track noise, the shakes, rattles and jolts of the older equipment are missing.

We explore the dining car next. We agree that it exceeds anything we've seen--even on European trains--in comfort and beauty. There are 18 booths for four, seating a total of 72 passengers. Booths have high-backed brown vinyl seats. Carpets are brown, table tops are gold, and the over-sized windows are curtained with rust-colored drapes. The ceiling is covered with beige carpet. A dumbwaiter brings food up from the kitchen (which runs the entire length and width of the lower level).

When we ask the cooks for a tour of the kitchen, they are proud to comply. They have just said an unsentimental farewell to wood stoves, cramped quarters, and dishpan hands! They show us microwave ovens and an automatic dishwasher. "Look at all the air conditioner vents", one says, pointing along the entire length of the ceiling. "And it always works!" How these hardy people survived years of traversing the Nevada desert in overheated kitchens one cannot imagine--but they are now enjoying their reward, and more power to them!

The coach cars are next on our tour. They are fully carpeted, with two wide seats on each side of the aisle. Seats recline and have a legrest and a large folding tray. They are roomier than first class airline seats, altho there is a bit less legroom than on the old coaches. A stairwell in mid-car leads down to

luggage racks, four restrooms and one large powder room with a large counter and mirror, and a smaller coach area includes a single swivel seat for handicapped travelers. The lower level seating area of the coach adjacent to the restaurant car is devoted to a makeshift bar lounge, leaving only five seats for customers. This arrangement is inelegant and inconvenient. We hope that Amtrak soon comes up with a better way to serve drinks while they are waiting for the Sightseer lounge cars which will have regular bar facilities. (They should pull out some seats and install an Amcafe type of counter in the lower section of this coach, and also install a mini-bar in one of the booth sections of the restaurant.)

We purchase potables and carry them up to a booth in the dining car. Between meals, this car is converted to a lounge. It makes a very comfortable lounge--the booths are luxury itself.

Before dinner, the tables are set with beige linen and fresh flowers. The menu features reasonably priced food, which we find tasty and well-prepared. For dinner we order the $9.95 New York steak, with salad, baked potato and vegetable. A fine California burgundy is served in a basket on the table.

The service, both in the dining car and the sleeper, is outstanding. It is really heartening to see such a tremendous improvement in the attitude of Amtrak's personnel on this train since our 1972 experience, with friendly, personable and helpful staff now in evidence.

At our stop in Reno, both gamblers and casino employees come out to look the train over. We notice it is getting a lot of attention from the public. A few minutes later in Sparks, while we stop for an engine crew change, we get off to stretch our legs. At dusk, the train cuts a fancy figure standing there, shining in the last rays of the sun. We note the absence of steam leaking from the cars. The entire train derives its power from an electrical power plant in the diesel locomotive, so heating, lighting, and air conditioning are electrical, which will increase reliability greatly. The electrical air conditioning machinery hums quietly in its compartment at the end of each car.

There are two bright sealed-beam spotlights high up on the end of the last car, with red lenses for rear-end running lights. There is a set of three red, yellow and green lamps beside each exterior door. They shine green as the train sits in the station with doors open, and red when the train is running. We did not learn the meaning of yellow, but it may be an "all aboard" signal. The windows are deeply tinted, so the lights inside look very subdued, giving the interior a warm and cozy appearance. The very size of the cars suggests roominess and spaciousness; more like a ship floating at its dock than a train standing at a station.

We turn in after leaving Sparks, since we are scheduled to arrive in Ogden at 6am. The porter has the beds made up for us. He expresses pleasure with the new equipment. Altho he has more beds to make, he is able to handle them more quickly, so his working hours are not longer.

Altho the deluxe rooms have as much floor space as the old drawing rooms, most of it is taken up when the lower double bed is unfolded. There are only inches between the bed and the sink, so we advise washing up before the bed comes down! We find that there are no surfaces to place belongings on. One apparent shelf turns out to be a support for the upper bunk, which lowers itself during a jolt around a high speed curve! Luckily, neither of us had placed our eyeglasses there, or they would have been smashed!

Hindsight would indicate that one should put watches, glasses, etc. in one's pockets, then hang the clothes in the single closet. An overnight bag with pockets could be placed under the bed (there is clearance for suitcases under the bed, too) for stowing items you need to reach during the night. We found that use of the upper bunks in these trains is only for the athletic, as there is about two feet clearance between the bed and the ceiling. This means that one must do a great deal of turning and twisting on the way up and down, altho once you are there it is comfortable. Anyone with a bad back should not attempt it. Children should have no problem.

Our ride thru the night seldom exceeds 70mph, and on the sections of welded rail the ride is quiet and glassy. However, on the older jointed rail, vertical jarring is noticeable (apparently a characteristic of air-ride suspension). Our rear car is sometimes subjected to a "whip lash" on curves which momentarily leads us to believe we have left the rails and taken to the air--quite startling until one gets used to it!

The ride is definitely smoother than with older equipment, but at the upper level the cars may sway 5½ inches in each direction--a total of 11 inches. The waiters tell us this is hard for them to adjust to when carrying trays. However, this is apparently a minor complaint, since they agree that a working air conditioner makes up for it! "We used to spend about half our time apologizing for equipment failures we had no control over," one of them tells us.

We agree with our fellow railfan, fellow travel agent friends, Jack and Blanca, that we have never seen anything better on rails--anywhere! The overall impression of comfort and luxury comes from carefully planned attention to details--warm colors, pleasant patterns, and carefully arranged combinations of indirect and spot-lighting in rooms and hallways. The sum total is a picture of warmth, comfort and intimacy. We are pleased to experience the beginning of a new era--and a new image--for Amtrak!

ABOARD THE JOHN ANDERSON WHISTLE STOP CAMPAIGN TRAIN

by Joel Kamisher

Presidential candidate John Anderson's whistle-stop campaign train ride from San Jose to San Francisco on Nov 1 (see also last issue) turned out to be a classic example of how political campaigns are tailored to fit the needs of the news media. The day, Saturday, and the departure time, 11:30am, insured that the run up the peninsula would be finished in time for the evening's network news and the Sunday morning papers.

After giving a brief speech criticizing President Carter and Ronald Reagan, Anderson took advantage of the setting, calling out "All aboard, America", urging voters to somehow make it possible for the 5-car train to carry him on to victory and a ride that would end up in Washington Union Station instead of the Southern Pacific station in San Francisco. At that point, the special started its journey, moving about 100 feet before stopping again.

There was no mechanical problem, or a freight train ahead; the stop was made so camera crews who filmed the departure could walk up the platform and board the press cars. The special waited for the 11:30 commute train for San Francisco to depart before making its own official departure at 11:35.

Moments after pulling out of San Jose, the special met the southbound COAST STARLIGHT, which was running about 1½ hours behind schedule.

The Amtrak train was virtually ignored by reporters already hard at work preparing stories or opening bottles of beer stored in the ice chests at each end of the coach. Besides the coach, the press had use of a sleeping car for equipment storage, with its private "studios" to record voice segments with train sounds in the background.

(left) Front end of the campaign train, with Southern Pacific locomotive 3204. Drumhead, on front and rear of train, bears cartoon drawing of candidate. (right:) The scene aboard the train, as press and political supporters mingle.

(left) Author Kamisher with candidate Anderson aboard the train. (right:) A crowd gathers at one of the stops on the San Francisco peninsula. Photos by the author.

About 10 minutes out of San Jose, Anderson, accompanied by Secret Service agents, began a stroll thru the train to greet supporters in the lounge and diner. About 70 people who paid $50 for the trip occupied those cars, which were staffed by members of the Anderson campaign. Even inside the train, Secret Service personnel kept a watchful eye over anyone who approached the candidate. Agents were also in the locomotive and in the private car at the rear, where a command post was set up to coordinate security activity with SP Western Division superintendant Michael Ongerth, the regular occupant of business car "Oakland".

In addition to the SP Police and Secret Service agents on the train, railroad police drove along the highway where it paralleled the tracks, and a Highway Patrol helicopter kept watch from the air. Local police from communities along the way were responsible for station security and coverage of key overpasses. As it does with motorcades, the Secret Service had a contingency plan with the location of hospitals near the train's route should the need arise.

Again for the media's benefit, the train stopped about 100 feet short of the Palo Alto station to allow the network television crews to get off and film the arrival. The second speech was mainly for the benefit of the local press. Anderson's staff assured reporters that nothing new would be said while the traveling press filed stories to their offices around the country.

Departing Palo Alto, the train traveled at a snail's pace up the track about another mile until it could switch over to the northbound track once a northbound commute train passed. This slow segment brought out some grumbling from the press corps about slow Amtrak trains, even tho in this case Amtrak had nothing to do with the operation. All the cars clearly said "Southern Pacific", railroad officials wore tags indicating that they worked for SP, and news releases had the letters "SP" in bold red type, but somehow Amtrak is associated with train operation... possibly the Amtrak colors on Anderson's car had something to do with it.

After the train left Palo Alto, Anderson and his official party were served Dungeness crab salad for lunch in the dining area of the business car. Up ahead, Anderson's campaign staff served box lunches to the press corps. On seeing the boxes being passed out, some Eastern reporters expressed the opinion that they'd be served some kind of natural food or California vegetarian special. They got roast beef. Because the next stop was just 30 minutes away, there was no time for a sitdown lunch in the diner, and even if there had been time, it probably would have cost too much for the relatively poor Anderson campaign.

Just before the train arrived in Burlingame, a southbound commute train pulled in, to the cheers of the crowd who thought their candidate was on the train.

The stop in Burlingame was much the same as Palo Alto, but the crowd was smaller, the speech was shorter, and there was no special stop for the media to film. At Burlingame several members of the local press boarded, including one television reporter who had seen President Truman's train at the same station back in 1948.

Leaving Burlingame, the train quickly traveled into San Francisco, where its arrival was witnessed by a small crowd of people waiting for their commute train.

The Anderson campaign held the trip's final rally in Union Square in order to attract a larger crowd.

REPORT ON DECEMBER AMTRAK BOARD MEETING
by Erich Houchens

The Amtrak Board of Directors monthly meeting was held in Washington on Dec 17. Awaiting Board action were three "commitment approval requests."

The first CAR (81-21) was for the relocation of the Chicago City Ticket Office from the old Santa Fe building on East Jackson Street to the downtown Sheraton Hotel. The Board was told that this more convenient location would improve business at the Chicago CTO. The Board approved this CAR.

The second CAR (78-76-S2) was for Phase III of the Florida Grade Crossing Improvement Program. This CAR for $353,500 is part of an ongoing program between Amtrak, the state of Florida, and the SCL to reduce the number of grade crossing accidents. When this program was started in 1978, Florida led the nation in the number of grade crossing accidents involving Amtrak trains. The Board was told that this program will save Amtrak millions of dollard it would lose from damage to equipment and from lawsuits arising from grade crossing accidents. Phase III of the program will add or improve warning devices at 73 crossings in Florida. The Board approved this CAR.

The third and final CAR (81-16) was for $67,353,000 to cover escalation and capitalized interest payments to Pullman-Standard for the Superliner cars. The Board approved this CAR.

To conclude the December Board meeting, the Marketing Department put on a presentation of its 1981 advertising campaign. The presentation used video, slides and tape to show the Board upcoming TV, radio and newspaper/magazine ads. One TV ad had a man presenting his wife an anniversary present that turns out to be two train tickets for a second honeymoon. The next scene shows them entering a dining car and having dinner as the scenery rolls by the window. Another TV ad used a split screen to show one man sitting in a reclining Amfleet seat while the other man sat

behind the wheel of a car in what looked like an endless traffic jam.

Besides the other ads that were shown, it was announced that the Marketing Department will produce a monthly on-board magazine to be called "Express". The first issue, due out in January, will feature the article on Amtrak reprinted from the Sep 15 New Yorker magazine. "Express" at first will be distributed only to Northeast Corridor stations, but should be out system-wide by next summer.

The next scheduled Board meeting will be Jan 28 in Washington.

STATUS REPORT: CARS TO BE ELECTRIFIED

Amtrak's "Official Car Register and Maintenance Assignment" lists the following cars as being at Beech Grove or Topeka for head-end power conversion as of Nov 7:

Baggage and bag-dorms: 1021, 1022, 1522, 1525, 1532, 1533.

Sleepers: 2601 "Pacific Beach", 2608 "Pacific Crest", 2619 "Pacific Meadow", 2622 "Pacific Ocean" (these are the last of the ex-UP 10-6 sleepers to be converted); 2649 "Silver Rapids", 2653 "Silver Cliff", 2657 "Silver Chasm", 2658 "Silver Dale", 2659 "Silver Isle", 2674 "Silver Channel", 2680, 2685, 2689, 2690, 2692, 2701 "Miami", 2703 "St. Petersburg", 2706 "Athens", 2718 "Pine Dawn", 2722 "Pine Island", 2724 "Pine Leaf", 2727 "Pine Pass" (the latter four are the last of ex-ATSF 10-6 sleepers in the "Pine" series to be converted); 2798 "Toronto Islands".

Lounges: 3312, 3324; ex-PRR parlor cars to be converted to HEP lounges: 3630 "Casimir Pulaski", 3632 "Henry Knox", 3634 "Johns Hopkins", 3640 "Miles Standish", 3644 "Nathan Hale".

Coaches: (ex-SP coaches to be converted to HEP handicapped-accessible coaches:) 4410, 4411, 4416, 4418, 4426, 4427, 4431, 4432, 4433, 4435, 4436, 4439; (ex-UP coaches:) 4445, 4447, 4449, 4456, 4458; 4551, 4806, 5011 "Silver Shield".

Diners: 8060, 8103, 8324; (last of ex-NYC grill diners to be converted:) 8331, 8332, 8336, 8338, 8339; 8382 "Harvest Inn".

Hi-level cars: 9909, 9922 (latter two will become step-down coach-dorms); 9940, 9944, 9946, 9956, 9957, 9960, 9962; lounges: 9970, 9971, 9972; diners: 9980, 9981, 9982, 9985.

BOOKS

"PCC--The Car That Fought Back" made its appearance this month as forecast. The new 256-page book by Stephen P. Carlson and Fred W. Schneider III is published by Interurban Press (Box 6444, Glendale CA 91205). The book is indeed what its publishers claim--the "definitive history of not only the PCC car but a study of the turbulent past half-century of the transit industry." The book is beautifully designed and executed and is a joy merely to page thru, as well as to read for information or entertainment. While this new streetcar volume impresses one as containing everything one could possibly want to know on the subject, a second volume is actually being planned that will document each transit system that used the cars. The first volume pictures, insofar as possible, the cars in "as built" condition. The profusely illustrated hardcover book sells for $29.95.

OLD MAP KIT
Consisting of Old State and Railroad maps 70-110 years old. All States. Some old County maps. 15¢ stamp for catalog.
The Northern Map Co.
Dept. RT Dunnellon, FL 32630.

"SWITCHING.
A card game like flat railroad switching at its best. Send $3.00 to Kangam, P.O. Box 3354, Kansas City, Kansas 66103."

Mixed Train of Thoughts

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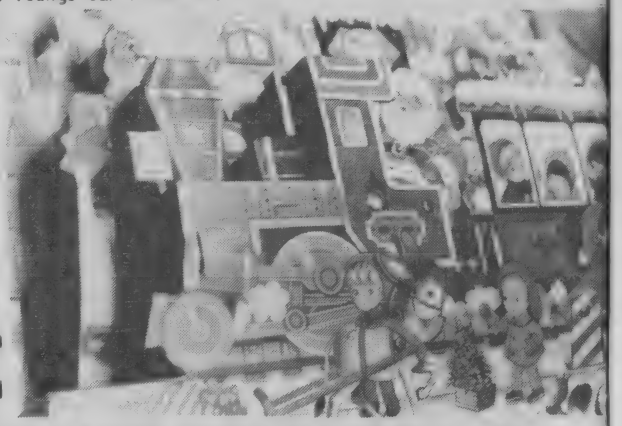

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THE INTER-AMERICAN was delayed 31 minutes on Dec 30 after it was sidetracked near Arcadia MO for a MoPac business special. The northbound Amtrak train reached St. Louis 1½ hours late, with passengers missing connections.....

NEW YORK STATE Dept. of Transportation is holding a public forum on Jan 8 in Albany on the future of the Empire Service Corridor under Amtrak's Emerging Corridors program.....

THE ADIRONDACK RAILWAY is on the verge of bankruptcy, reports the Utica (NY) Observer-Dispatch. The railroad evidently shut down in October, and early in December federal officials began inquiries about how the railroad spent $2.6 million allotted to the railroad. There is agreement that the rush to get the line running for the Winter Olympic Games last year led to some slipshod activities. The basic problem now is that upgrading of the line still has not been completed, and the road is out of money for that purpose. No one seems to want to sink more funds into the venture or get blamed for any irregularities that may get uncovered.....

THE SILVER METEOR has been running in two sections during the holiday season. Reader Robert Clark checked 10 trains shortly before Christmas and found that five were over the 9 cars that could be combined into one train at Jacksonville, running 13-16 cars per section. The SILVER STAR remained at a steady 18-car maximum.....

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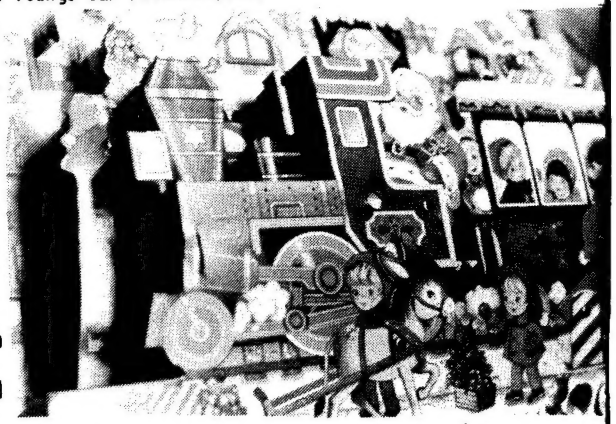

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KAWASAKI HEAVY INDUSTRIES and Thrall Manufacturing Co. may take over the Pullman-Standard plant in Hammond IN that is currently building Amtrak's Superliner cars, reports Modern Railroads. Amtrak would look upon this arrangement as a very favorable one, as it would give it one more U.S. source (besides the Budd Co.) of passenger car production. Pullman long ago announced that it will go out of the carbuilding business after the Superliners are completed. The Japanese firm of Kawasaki was the builder of the famous Bullet Trains. Amtrak President Alan Boyd reportedly had a big hand in arranging this potential deal, during his trips to Japan.....

THE INTER-AMERICAN was delayed 31 minutes on Dec 30 after it was sidetracked near Arcadia MO for a MoPac business special. The northbound Amtrak train reached St. Louis 1½ hours late, with passengers missing connections.....

NEW YORK STATE Dept. of Transportation is holding a public forum on Jan 8 in Albany on the future of the Empire Service Corridor under Amtrak's Emerging Corridors program.....

THE ADIRONDACK RAILWAY is on the verge of bankruptcy, reports the Utica (NY) Observer-Dispatch. The railroad evidently shut down in October, and early in December federal officials began inquiries about how the railroad spent $2.6 million allotted to the railroad. There is agreement that the rush to get the line running for the Winter Olympic Games last year led to some slipshod activities. The basic problem now is that upgrading of the line still has not been completed, and the road is out of money for that purpose. No one seems to want to sink more funds into the venture or get blamed for any irregularities that may get uncovered.....

THE SILVER METEOR has been running in two sections during the holiday season. Reader Robert Clark checked 10 trains shortly before Christmas and found that five were over the 9 cars that could be combined into one train at Jacksonville, running 13-16 cars per section. The SILVER STAR remained at a steady 18-car maximum.....

AMTRAK RIDERSHIP FIGURES

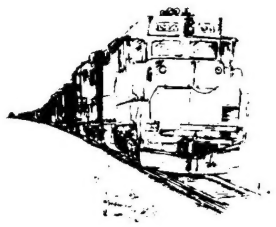
OCTOBER 1980 FIGURES--SECOND COLUMN IS % INCREASE OVER 1979

Metroliners	146,548	-1.5
NE Corr Conventional	382,246	-11.7
New Haven-Springfld	21,215	-22.3
NY-Philadelphia	200,352	-3.2
Phila-Harrisburg	85,717	-8.9
NY-Harrisburg	28,362	72.8
TOTAL NE CORRIDOR:	864,440	-6.7
NY-Niagara Falls	62,425	13.6
Chicago-St. Louis	7,091	-28.7
Chicago-Milwaukee	25,487	-3.9
Chic.-Detroit/Toledo	36,512	6.7
Chicago-Carbondale	16,144	18.3
Chicago-Quincy	8,805	-4.5
L.A.-San Diego	93,132	15.6
Vancouver-Eugene	12,280	8.5
Washington-Cincinnati	11,427	69.4
Wash.-Martinsburg	24,616	-3.4
Oakland-Bakersfield	10,822	153.6
New York-Montreal	8,363	-15.3
Chicago-Port Huron	8,764	33.1
Chicago-Dubuque	3,060	-30.2
Chicago-Duluth	11,365	10.8
Chicago-Valparaiso	19,705	693.9
Chicago-Indianapolis	7,174	--
Chicago-Peoria	2,979	--
Chicago-Kansas City	13,267	42.0
Phila.-Pittsburgh	6,996	--
Portland-Eugene	4,362	--
TOTAL SHORT DIST.:	394,776	23.4
Washington-Montreal	32,416	4.9
New York-Florida	46,297	7.5
Chicago-NY/Washington	24,448	37.8
Chicago-Cincinnati/DC	10,980	29.1
Chicago-Seattle	15,868	33.2
Chicago-S.F./L.A.*	39,544	91.3
Chicago-Los Angeles	23,960	11.0
Chicago-New Orleans	16,452	3.1
Chicago-Texas	17,521	21.9
L.A.-New Orleans	6,574	5.7
L.A.-Seattle	38,571	12.4
Chicago-NY/Boston	29,838	60.1
Boston-Newport News	52,800	5.0
New York-Savannah	31,605	1.3
Seattle-Salt Lake	11,157	5.0
New York-New Orleans	39,504	146.1
TOTAL LONG DIST.:	437,535	24.3
Special trains	7,552	-62.2
SYSTEM TOTAL:	1,704,303	5.3

*SAN FRANCISCO ZEPHYR plus DESERT WIND

RAILROAD **MAPS**

HIGHWAYS
CITIES
STATIONS
SIGNALS
TONNAGE



1108 MAPS
344 RAILROADS
5 VOLUMES

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Amtrak released these October ridership figures on Dec 15. For the month of October, Amtrak patronage showed a very favorable 5.3% overall increase over the same month of 1979. The SAN FRANCISCO ZEPHYR and DESERT WIND figures are combined. Separately, the ZEPHYR had 28,149 riders and the DESERT WIND had 11,395. Amtrak attributed much of the October increase to the introduction of new and rebuilt equipment, the inauguration of new state-supported routes, and additional frequencies on existing 403-b routes.

HAPPY HOLIDAYS from everyone at RTN! We regret that production of this issue has been delayed by a flu virus among our staff. ("Everyone" here in Berkeley has it!) If you are still getting a renewal reminder even tho you recently renewed your subscription, do not be alarmed. Your label will be updated soon, but everyone who has paid will be getting their issues even tho we are obliged to take temporary shortcuts with our regular label-updating procedure due to employee absence. Please include your label numbers if you write concerning your subscription.

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EXPRESS ADS

RTN ADVERTISING RATES: Express Ads $1 per line of 80 spaces. Display ads: only $1.25 per square inch. RAIL TRAVEL NEWS, Box 9007, Berkeley CA 94709.

Effective January 1, 1981, the yearly subscription rate to Rail Travel News, in the U.S., Canada and Mexico, will be $18. The single copy price will be 75¢. Overseas and institutional rates will be quoted upon request. These rates are necessary to meet higher postal rates that are to take effect soon.

EXPRESS ADS continue on the next page.

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TROLLEY TRAILS THROUGH THE WEST: Vol. 7 - Northern California and Vol. 8 - Southern California $4.00 each. Back issues: Vol. 1-Yakima, 2-Seattle, 3-Portland, 4-Tacoma/Spokane, 5-Montana/Utah, 6-Western Canada $3.00 each. All moneyback guarantee. Wilson Bros. Publishers, Box 712rtn, Yakima WA 98907.

THE NATIONAL ASSOCIATION OF TIMETABLE COLLECTORS welcomes your membership. $14 dues brings two excellent professionally produced publications. Monthly (3rd Saturday) New York meeting, St. John's Church, 31st St & 7th Ave. across the street from Penn Station 10am till noon - all welcome!!
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TRAIN TRAVELLER'S ASSOCIATION, (Transport 2000 in Australia), has quarterly newsletter, 20pp, in RTN-type format. Lots of clear text, graphs, photos. Subscription, A$3.00 p.a.; membership A$10.00, to G.P.O. Box 2518, Melbourne 3001 Austral.

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TRANSPORT 2000 CANADA salutes RAIL TRAVEL NEWS' Tenth Anniversary. T2000 free leaflet is available at: Box CP/858, Station B, Ottawa, Ont. K1P 5P9, Canada.

CITIZENS FOR RAIL CALIFORNIA Great Valley and North Coast combined Section Meeting, Jan 17, 1-5pm, Travel Lodge, 888 Broadway, Fresno. Take the SAN JOAQUIN, including new Amtrak bus connection Sacramento-Stockton. Agenda will emphasize Valley service & San Jose-Reno corridor. All rail supporters welcome! Join CRC: $15 regular/$7.50 student, seniors. Write CRC, College Station A, Davis CA 95616

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TICKET DATERS, HEADLIGHTS, CHINA, BELLS

QUOTES OF THE WEEK***

"California Governor Reagan drew the ire of rail travelers when his office distributed a form letter to correspondents concerned with the initial omission of north-south service on the West Coast. Wrote Reagan: 'Topography and intercity distances on the West Coast mitigate against conventional railroads as a viable mode of transportation for passengers, and all the existing passenger trains in the California corridors operate at a loss.' He indicated concern with the 'millions of taxpayers who may be forced to subsidize a system which is basically uneconomical.' He said he endorsed 'truly high-speed ground transportation' which would attract enough revenue to pay for itself. Reagan has been sharply criticized in the past for supporting the influential highway and oil interests in the state, and some critics see his new remarks as further support of highway and air transport and a blow to the underdog rail travel proponents. His present position places him in opposition to all 40 of the state's elected Congressmen and Senators, with one exception, who supported West Coast rail service under Railpax."

--News item reprinted from RTN no. 5, Feb 1, 1971.

RAIL FANTRIPS

One Rail Fantrips listing is free. To be sure of entry in time, send full info at least 4 weeks before event. Be sure to address letter as follows:
RAIL TRAVEL NEWS, Fantrips Dept, PO Box 9007, Berkeley CA 94709.

Feb 7-22, 1981: Winter Explorer Tour, Calif. to Vancouver by Amtrak, VIA Rail to Banff & Winnipeg, north to Hudson Bay, Thompson, Churchill, The Pas, Winnipeg; air back. $1700 up. Great Western Tours, Box 77234, San Francisco CA 94107.

CARS & CONSISTS

*SILVER STAR, train 81, Fredericksburg VA Dec 3: engines 634, 644 (SDPs); cars 1377, 1424, 2531 "Cardinal", 4468, 2854 "Rapidan River", 2536 "Thrush", 5671, 5431, 4423, 4417, 8023, 3332 tavern lounge obs, 4406, 5677, 5436, 5802, 2784 "Seminole County", SCL business car 309 in Amtrak colors.

*COAST STARLIGHT, train 11, San Jose Dec 12: engines 203 (F40), 642, 531 (SDPs), heater car 660 (deadhead?); cars 1110, 1553, dome 9474, 4532, dome 9482, 4488, dome 9478, dome 9362 "Mountain View" lounge, 8040, 2662 "Silver Prairie", 2655 "Silver Valley", SP 141 business car "Oakland".

(The following are all Chicago consists for Nov 30, the end of the busy Thanksgiving weekend, provided from Amtrak's computer; actual car order may have differed in some cases:)

*INTER-AMERICAN, train 21: engines 297 (to Laredo), 299 (Houston); cars 1171, 2893, 20213 Amdinette, 21859, 20001 Amcafe, 21862, 21220, 21238, 21116, 21835. A second section, using Turboliner equip't from train 353 ran leaving 6:50pm.

*HOOSIER STATE, train 318: engines 304, 332; cars 21059, 21257, 21241, 21209, 21120, 4716 Heritage coach, 20004 Amcafe, 4726 Heritage coach, 21869.

*WOLVERINE, train 350, and TWILIGHT LIMITED, train 355: engine 260; cars Superliners 34049 & 34001 coaches, 38032 diner, 34043 coach, 31040, 31031, 31009, 31038 baggage-coaches. (Last 3 may have dropped off 355 at Jackson for MICHIGAN EXECUTIVE).

*LAKE CITIES, train 352: six-car Turboliner, numbers unknown.

*TWILIGHT LIMITED, train 354: engines 294, 296; cars 1371, 20129 Amclub, 21236, 21214, 21058, 21201, 21193, 21210, 21245, 21208, 21200, 20123 Amclub as Amcafe, 21155 84-seat Amcoach.

*SHAWNEE, trains 391 & 392: engine 722 (P30); cars Superliners 34039, 34059, 34013 coaches, 31015 bag-coach, 34035, 34024 coaches, 38016 diner, 31032, 31037 co.

*ILLINI, train 381: one engine, 9 Superliner cars, numbers unknown.

*PRAIRIE MARKSMAN, train 311: one F40 engine, 2 84-seat Amcoaches, one Amcafe.

*BLACK HAWK, train 371: engine 242; Superliner cars 34004 coach, 34025 coach with snack bar, 31024, 31001 bag-coaches.

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